



FMDVPORV8

Recirculation Dump valve for Porsche Cayenne

Turbo

4.5L V8

Tools Required:

- 25mm Torx
- 30mm torx
- 10mm socket, and ratchet
- Pozidrive/Phillips screwdriver
- Flat heat screwdriver
- Hose clamp driver / flat head screwdriver / 7mm socket
- Hose clamp pliers / Pliers

The two dump valves supplied in this kit are different. The one in the picture below with the vacuum nozzle pointing up is the FMCL007P. This dump valve goes on the passenger side on a right hand drive car (RHD).



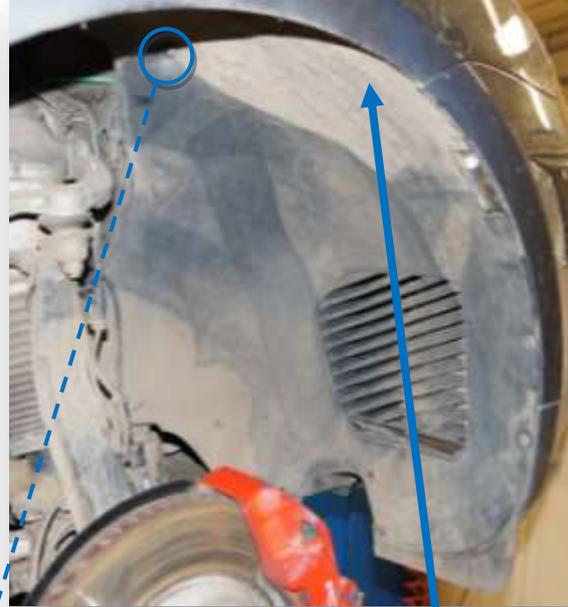
The other dump valve is the FMCL007PA. This is the one with the vacuum nozzle on the side. This goes on the driver's side on a RHD car.



All products made by Forge Motorsport are quality controlled before being sent out, but we recommend that you carry out a check of the dump valve before fitment. This can be done by pushing in the piston at the bottom port of the valve and covering over the vacuum nozzle with your finger. Release your finger off the vacuum nozzle and the piston should drop back down and make a 'popping' noise. This proves that your valve is in working condition.

Please thoroughly read through and familiarize yourself with these instructions prior to beginning any part of the installation process. We recommend wearing appropriate Personal Protective Equipment when carrying out the fitment (e.g. safety shoes, gloves, overalls and eye protection) and using appropriate Vehicle Protective Equipment.

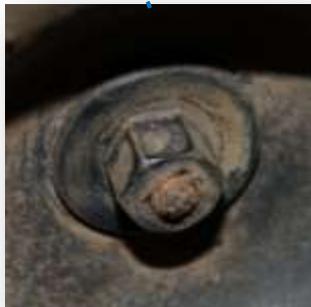
1. On the driver side (RHD) remove the front wheel and position out of way to avoid damage.
2. The wheel arch liner needs to be removed. To do this you need to remove the x16 T25mm Torx screws in the wheel arch. There are x2 10mm nuts that need to be removed from the arch liner and x1 T30 torx that needs to be removed which is underneath the vehicle tucked up near the wheel arch. Once all of the screws and bolts are undone, to remove the arch liner you will need to pull the liner off of the studs from the 10mm bolts so that it can slide backwards (away from you and towards the centre of the car) and be pulled out from the x3 tabs at the left, right and top of the arch.



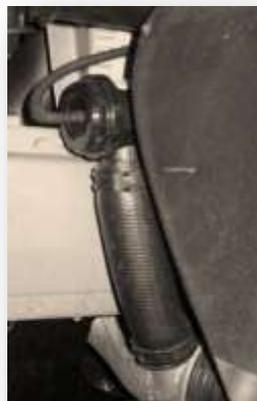
Hidden T30 torx

10mm nut

1 of 3 tabs



3. Now the liner is removed you should be able to see the original recirculation dump valve in front of you.



4. The original dumpvalve can now be removed. You can do this using pliers or using a special hose clamp pliers as shown in the picture below (on left). We found it easier to remove the vacuum hose first and then the one on the bottom port next (the one tucked away). Finally remove the hose on the side port.

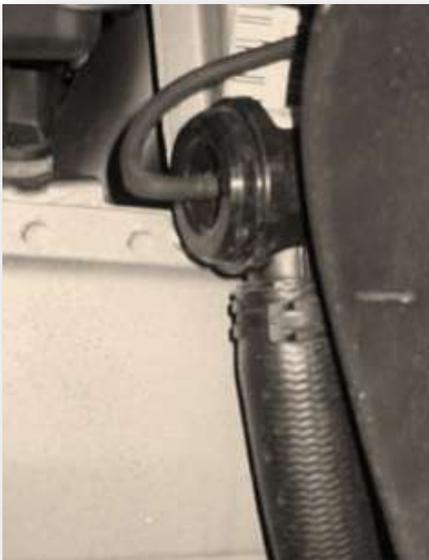


5. You should now have the original dumpvalve removed and can replace it with your uprated dumpvalve. As you can see the Forge Dumpvalve has stronger, more reliable body and internals and piston as opposed to a rubber diaphragm in the original.



6. You may need to adjust which direction the vacuum nozzle on the FMCL007PA is facing. To do this, loosen the top of the valve, position the vacuum nozzle in the direction needed and tighten the top again. In this case it will need to face in the opposite direction to the side port.

7. The FMCL00PA can now be fitted, we recommend doing this in the reverse order you removed the hoses off the original valve. Attach the hose to the side port first and position the hose clamp over the port to secure it in place. Then attach the hose to the bottom port and lastly attach the vacuum tubing. You will notice that the vacuum tubing no longer has a kink in it because the nozzle is facing upwards.



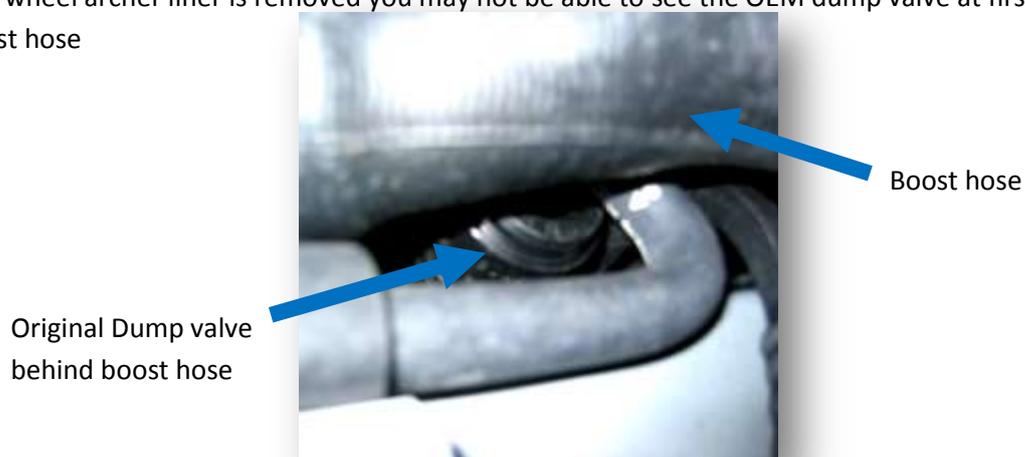
8. Make sure all hose clamps are in the correct position and secure before putting back the wheel arch liner.

9. To attach the wheel arch liner, follow steps 3 -1 in reverse. Make sure the liner goes behind the x3 tabs before going over the x2 studs.

10. You can now do the other side. (Passenger side of RHD car) Remove the wheel and position out of the way to avoid damage and for safety.

11. The same as the other side of the vehicle, the wheel arch liner needs to be removed. (Steps 1-3) To this you need to remove the x16 T25mm Torx screws in the wheel arch. There are x2 10mm nuts that need to be removed from the arch liner and x1 T30 torx that needs to be removed which is underneath the vehicle tucked up near the wheel arch. Once all of the screws and bolts are undone, to remove the arch liner you will need to pull the liner off of the studs from the 10mm bolts so that it can slide backwards (away from you and towards the centre of the car) and be pulled out from the x3 tabs at the left, right and top of the arch.

12. Once the wheel arch liner is removed you may not be able to see the OEM dump valve at first. As it is hidden behind a boost hose



13. You will need to remove this hose so that you can gain access to the recirculation valve to change it. To do this pull the 'U' shaped circlip off. This can be done by prising it off with a flat blade screw driver. Slacken the hose clamp on the other side and pull the hose off using a flat head screw driver, hose clamp driver or 7mm socket. This will give you a better view of the valve.



14. Differently to the right hand side of the car, we found it easier to remove the vacuum tubing off of the nozzle first, and then slide back both hose clamps on the side and bottom port. Then pull the hose off the side port and pull the valve out to detach form the bottom hose and port.

15. Now the original valve is out you can fit your new FMCL007P.

16. Due to the lack of space on this side we used a silicon spray lubricant on the inside of the hoses to make putting the ports of the valve into the hoses easier. The easiest way to insert the Forge valve is to follow step 14 in reverse.

(If you are struggling for space you can remove the under tray from the vehicle. This means the process will take slightly longer but the removal and fitment of the valve will be easier. There are x9 10mm bolts that need to be removed. x2 of these bolts are tucked up / hidden.)



17. Once the new Forge Motorsport recirculation valve (FMCL007P) is in place you can put back the boost hose. Make sure the 'U' clip is on the correct way so that the coupler side of the hose stays in place. To test this just try to pull the hose out slightly with the clip on and it should not move.



18. Now you can put back the wheel arch liner. To do this, follow steps 3 – 1 in reverse. Again make sure the liner goes behind the x3 tabs before it goes over the x2 studs for the 10mm bolts.

19. Reattach the under tray (if you chose to remove it).

20. Your Forge Motorsport recirculation valves have now been fitted.

You can now road test the vehicle! Thank you and we hope you are pleased with your purchase.

Forge
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Race proven – Daily driven